

Roosevelt Base, Fleet Landing Building  
(Building No. 10)

Bounded by Richardson Avenue, Maryland Street, Pratt Avenue  
and West Virginia Street  
Long Beach  
Los Angeles  
California

HABS No. CA-2663-M

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CAL  
19-LONGB,  
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**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

Historic American Buildings Survey  
National Park Service  
Western Region  
Department of the Interior  
San Francisco, California 94107

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HISTORIC AMERICAN BUILDINGS SURVEY

ROOSEVELT BASE, FLEET LANDING BUILDING (Building No. 10)

HABS No. CA-2663-M

**Location:** Bounded by Richardson Avenue, Maryland Street, Pratt Avenue and West Virginia Street, Naval Station Long Beach, Long Beach, Los Angeles County, California

USGS Long Beach Quadrangle (7.5'), Universal Transverse Mercator

Coordinates: 11.385020.3735190

**Significance:** The Roosevelt Base Historic District, constructed in 1940-1943, consists of 11 buildings designed in the International Style with Mediterranean Revival detailing, five structures, and extensive historic landscaping. It is eligible for the National Register for its site planning, landscaping, architectural style, and its Associate Architect Paul Williams, a nationally prominent Los Angeles Afro-American architect. Additionally, the District is significant for its association with the buildup of permanent Naval facilities on the Pacific Coast under President Franklin D. Roosevelt, during the mobilization period preceding the United States' entry into World War II.

Building 10, the original Fleet Landing Building, once a dramatic building and the center of the Roosevelt Base activities, has been so altered that none of its architectural integrity remains. The only remaining part of the original structure are some exterior terrazzo tiles at the loggia on the south side of the building.

**Description:** Exterior. This long rectangular one story building, measuring 67'6" x 367', faces south towards the water. It is divided into three segments, a taller central section flanked by two lower wings. A one story addition extends from the east side, separated from the main block by a covered breezeway. The building sits on a foundation of reinforced concrete piles with reinforced concrete walls, 6" thick, and a flat roof covered with rolled composition roofing. The central part of the roof has a series of raised roof monitors.

On the front (south) side are a stucco vestibule with a double wood door, painted brown, a double glass door in a metal frame topped with fixed glass panes, and two single metal doors. The west side has a single metal door. The rear of the building, on the north side, has two single metal doors, and a double and a single glass door in metal frames. Three pairs of French glass doors open onto a patio, enclosed by a high concrete block wall, that extends from the northeast corner. On the northwest side is a trailer with food storage iceboxes, and two large freezer units. This area is walled off with a wooden fence.

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The east wall has 3 fixed glass windows in metal frames and a fixed metal-louvered window. The west wall has a modern square fixed glass window in a metal frame. The north side has a small fixed glass window wall. The south side has 11 fixed rectangular mirrored plate glass windows.

Interior. The original structure had a total gross floor area of 24,612 square feet. This interior space, with new additions, is divided into a bar, a banquet room, a ballroom with a stage, a restaurant, a pizza parlor with a patio, kitchen/galley, icebox and food storage rooms, and freezer units. The pizza parlor has a linoleum tile floor; the patio has a wood deck and scored concrete floor, and the kitchen, galley, icebox and food storage areas have smooth concrete floors. The bar, the band stage, restaurant and dining areas have wall to wall carpet, and the ballroom dancing area has parquet tiles. The ceiling is dropped with fluorescent lights, and the walls are covered with wallpaper and plywood paneling.

Alterations. The original building consisted of a central concourse, open to allow bus traffic to drive through it, flanked by two wings lit by banks of ribbon windows. Exterior alterations have been major. The central concourse has been filled in with concrete walls. In 1964 a wing was added on the east side, first used as the Child Care Center, and now serving the offices of Training and Education Center. On the northside, a pizza parlor with a red tile mansard storefront roof and a patio with a concrete block wall around it were added, as well as a food storage shed and freezer units enclosed within a wooden fence.

A stucco entrance vestibule with a double wood door was added on the south side to provide a new entry to the building from the large parking lot. All the original doors on the south side have been replaced with modern aluminum frame glass or metal doors. The south side's original windows have been replaced with twelve fixed rectangular mirrored glass plate windows in metal frames. Two original windows on the west side have been infilled with concrete and a small square fixed-glass window in a metal frame was added. The east side has two sets of four-paned original windows; one set has been infilled with concrete.

All the interior spaces in Building 10 have been extensively altered as well. The building changed its use from the fleet landing building to become the Chief Petty Officers' Club. The original concourse area was converted into a new restaurant, a banquet room, and a ball room with a stage and a bar. The east section of the building where the original officers' lounge, telephone and telegraph, storage, galley service, loggia and the restaurant were located was altered to a pizza parlor and a bar. The original waiting room, baggage service, loggia, telephone and an office in the west section of the building have been changed to dining facilities, kitchen, galley, and food storage areas with large refrigerators and freezer units.

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Surroundings. Building 10 is surrounded on the north by Pratt Avenue and to the south by a large parking lot, Richardson Avenue, and the harbor. To the west is the Band Stand 16 and West Virginia Street and to the east is a lawn with mature trees and Maryland Street.

**Historical Context:** Building 10, an International Style structure built in 1942 at the cost of \$100,437, was known as the "Fleet Landing Building" for the Roosevelt Base. The construction of Building 10 was part of a plan to provide recreational and administrative facilities for the Pacific Fleet anchored in San Pedro harbor. The construction of this complex was part of a nationwide military effort to replace deteriorating World War I temporary buildings with new permanent facilities to attract and retain post-war peacetime forces. Rather than using a standard design from the Bureau of Yards and Docks, the Navy, through Allied Engineers, hired local civilian architects Adrian Wilson and Paul R. Williams. As a result the buildings, designed in the International Style with Mediterranean Revival details, are unique to the Base.

Construction of this complex, named Roosevelt Base, took place between 1940 and 1943, and cost \$18 million, funded by Congressional appropriations. Included were the gymnasium (23), squash/handball courts and locker rooms (22), a swimming pool (233) and tennis courts (221), arcade (234), lounge and bowling alley (20), officers' club (24), and fleet landing building (10), administration building (1), dispensary (2), fire station (3), central heating plant (4), labor board building (41), gatehouse (40), and main gates (gate 1), and a net pier (pier 7, structure 126), and extensive landscaping.

Although designed in 1940 as recreation facilities for personnel of the Pacific Fleet, the complex was not used initially for this purpose. In response to Japan's increasing belligerence toward China, President Roosevelt, (for whom the Base was named) ordered the fleet from San Pedro Bay to Pearl Harbor, Oahu, Hawaii to serve as a deterrence and warning. After the Japanese bombing of Pearl Harbor, the Base was rushed to completion; new temporary barracks were constructed, and the facilities were used during World War II as support for a Small Craft Training Center and as the administrative center of the Naval Operating Base in Long Beach.

Building 10 was a meeting place for fleet personnel and their families and friends. Right at the harbor's edge, it was strategically placed in front of the 14 docks comprising the enlisted mens' landing. Small boats ferried the sailors ashore where they would then go to the building. It was equipped with a wide concourse for arriving sailors, waiting rooms, a restaurant, a galley service, an officers' lounge, baggage check service, telephones and telegraph, and a barber shop. Buses would pick up Navy personnel and drive them from their ships into Long Beach.

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It later became the Chief Petty Officers Club. A wing added on the east became the Child Care Center; it now serves as offices for the Training and Education Center. The remainder of Building 10 is vacant.

After World War II the facilities, renamed Naval Station Long Beach, were used to support the U.S. Navy ships' personnel either homeported in Long Beach or in drydock for repairs at the adjacent Naval Shipyard. In 1991 the Naval Station was listed for closure as part of the national Base Re-Use and Closure activities as the Department of Defense downsized at the end of the Cold War. In 1994 the Base officially closed, although a number of buildings are still in use.

**Sources:**

Architectural drawings #26468, #26469, #26470, #18069 F1 & F2, #18073 F1 & F2, #18074 F1 & F2, #18076 F1 & F2, #18094, #18104, #18111, #18129, are located at Building 300, Long Beach Naval Shipyard archives. The originals date from January 9 and 12, 1941, and the alterations from 1961, 1964, and 1988.

Archiplan Urban Design Collaborative. 1987. *Terminal Island Long Beach Naval Complex, Long Beach, California: Update of Engineering Evaluation for Naval Station: Long Beach, California*. Revised April 1988, Naval Facilities Engineering Command, Long Beach Naval Station. Contract N624-86-C-5263.

Manley, William, Carson Anderson, and Susan M. Hector. 1994. *Historical and Architectural Assessment - Naval Station Long Beach, Long Beach, California*. San Diego, California. Contract Number N68711-92-M-4893.

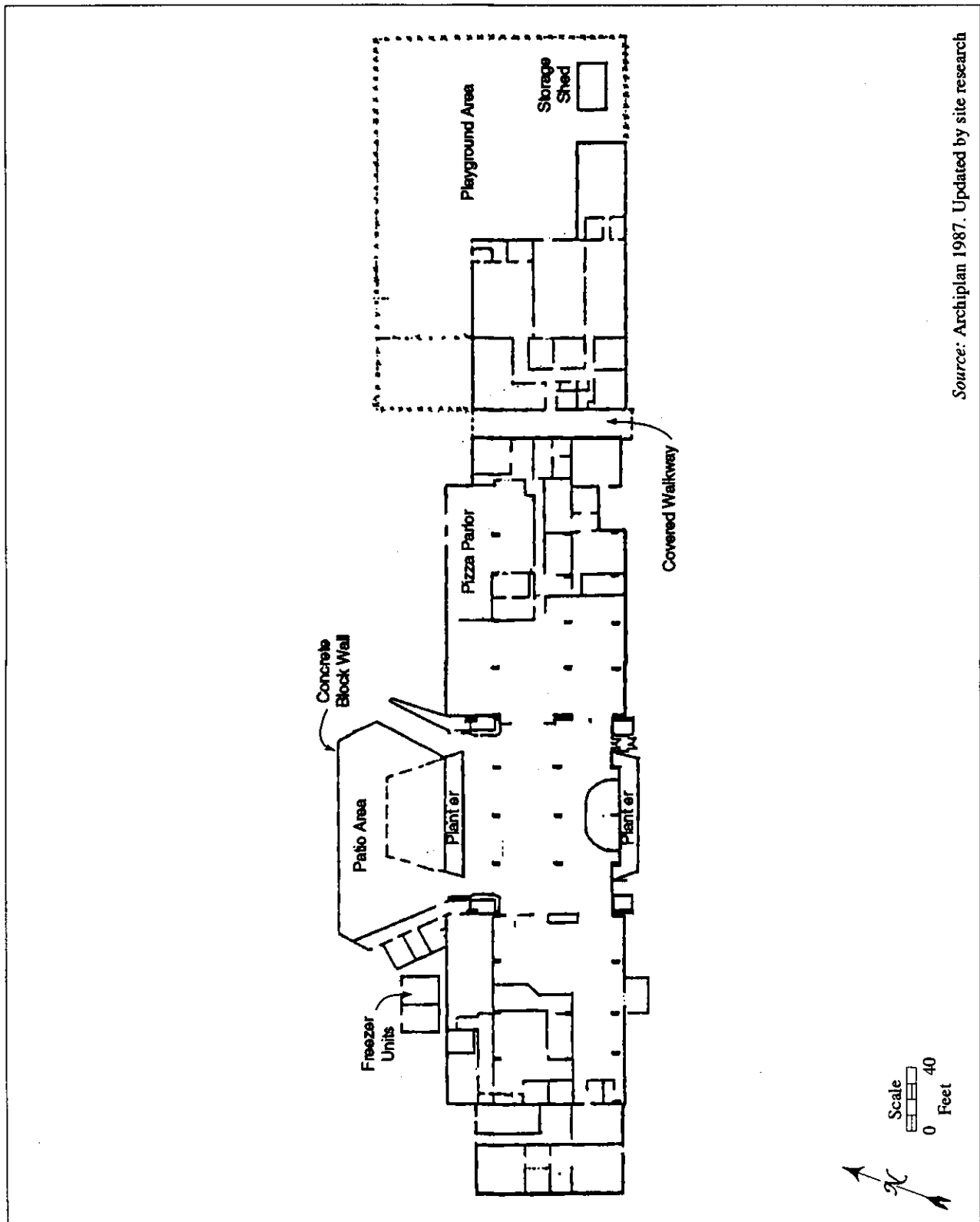
Property Record Card: NAV. S. and A. Form 277

"Roosevelt Naval Base, Terminal Island: Headquarters of The Naval Operating Base, Terminal Island, Long Beach Harbor." 1944. *Architectural Record* May: 58-70.

Todd Erickson. Interview with Alexandra C. Cole, 29 March 1996, Naval Station Long Beach, Long Beach, California.

**Project Information:** This HABS documentation project was undertaken as a mitigative recording required by the Memorandum of Agreement, dated \_\_\_\_\_ 1996, signed by the City of Long Beach, the California State Preservation Officer and the Navy. The Navy proposes to transfer the Naval Station property to the City of Long Beach. The City, through the Port of Long Beach, plans to demolish all the buildings and structures on Roosevelt Base for a container terminal.

The documentation was prepared by Alexandra C. Cole, SAIC, Santa Barbara, architectural historian and Fermina B. Murray, historian, in May 1996. Large-format photography was done by William B. Dewey of Santa Barbara, California, in April 1996.



Source: Archiplan 1987. Updated by site research

LAYOUT OF BUILDING 10. 1996